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RAIL TRAVEL NEWS

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VOL.10 NO.10
JUNE 1980
ISSUE NO. 207

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LETTERS

In RTN no. 202 Mr. Ehm wrote in a letter that a group in Michigan has advocated discontinuing trains in other states. This is apparently a reference to the Michigan ARP, as there is no other rail passenger group here. His accusation is utterly false. Neither the association nor any of its officers has ever advocated discontinuing any train in any part of the country.

Quite the contrary, no one worked harder for trains like the LONE STAR than we did. I don't expect to convince Mr. Monaghan and friends of that fact. And, frankly, I don't care if I do or don't. I am more concerned with the vast majority of passenger train supporters across the country who have been misled by Mr. Ehm's divisive and incorrect statement. To these people, I address these remarks, and I respectfully ask you to reproduce them in your letters column.

Charles N. Landey, Vice Chairman
Michigan Association of RR Passengers
Jackson, Michigan

I am a member of Citizens for Rail California (CRC) and also a locomotive engineer with Southern Pacific, and I would like to address a situation that very, very few rail passenger advocates are aware of in respect to train speed restrictions.

Rail Travel News, Vol. 10, No. 10. June, 1980. Whole number 207.
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Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $15.00 per year; single copy 65¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; James Feeney, New York; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

Southern Pacific, along with the other two Southern California railroads, is plagued with unnecessary speed restrictions imposed by various counties, cities and communities in Southern California which slow not only our freights but also Amtrak's trains. Very few people are aware of a Los Angeles city maximum train speed of 60mph, a Los Angeles county maximum train speed of 65mph, and various other community restrictions such as San Gabriel's 30mph restriction. Santa Fe's northern line out of Los Angeles between L.A. and San Bernardino has so many city-imposed 30mph restrictions that a freight using the railroad's southern line thru Fullerton and Corona could easily beat any Amtrak passenger train between L.A. and San Bernardino.

Working to eliminate these restrictions could easily speed up schedules more quickly and less costly than any track improvement program. Railroads without cab signals and/or automatic train stop systems, none of which is used by any railroad in California--a situation that should also be studied--, are allowed a maximum speed by the FRA of 79mph. An Amtrak passenger train should have every chance to make this speed in order to hold a decent running schedule. Between the boundaries of Palmdale, Santa Susana and Guasti, Calif., on the SP, Amtrak passenger trains are under either county or city restrictions anywhere from 65mph to 30mph (Santa Barbara has a 20mph restriction thru its own city limits). Both Amtrak and participating railroads would benefit from efforts to lift these restrictions.

Another situation, unique to SP, is its 70mph "column one" speed limit. As stated above, the FRA allows non-ATS, cab signal territory 79mph, and SP maintains its tracks to this limit, but since SP orders all its locomotives with gear ratios that are limited to 70mph (even its own passenger locomotives), it is needless for SP to post a speed limit higher than 70. But why should Amtrak, which orders its locomotives geared for much higher speeds, not be allowed to run at the FRA maximum of 79mph where SP speed limits are 70? Amtrak should have special "column three" speed boards on the SP applicable only to Amtrak passenger trains with locomotives geared for speeds of at least 79mph.

I really feel that working to remove needless slowdowns for Amtrak trains by lifting unnecessary speed restrictions would do more in the short term to improve schedules than massive track improvement or relocation projects. All of the Western railroads maintain excellent track conditions. It's all these restrictions, which I'm sure are not limited to Southern Calfironia railroads, that are slowing the trains down on the West Coast--not bad track.

Michael Jarel
Los Angeles, California

Re: "Passenger trains are not the answer", RTN #204: The anti-passenger train philosophy harbored by the Southern Pacific borders on paranoia. The arguments used against the proposed Eugene-Portland service are the same as

THE COVER STORY

The New York-Montreal ADIRONDACK will continue running. On June 22 Amtrak and the State of New York reached an agreement whereby the state will continue funding the train. Amtrak agreed to reduce the state's subsidy to $574,000 in the coming year, thru June 1981. In the previous year the state's portion was $1.8 million. Amtrak had posted discontinuance notices for the train that were to take effect Aug 3. Further details on this story will be given elsewhere in this issue. Photo by Amtrak (showing Rohr-built Turboliner used on this train).

those used against the proposed Sacramento-Oakland service. According to the SP, the passenger train is NEVER the answer if there is any possibility that their freight operations may be disturbed.

It is completely irrational to state that long-haul truckers have the subsidized use of a high-speed interstate freeway system, and that Greyhound operates without public subsidy while using that same high-speed interstate freeway system.

The fuel expended moving freight tonnage has nothing to do with the fuel efficiency of the various modes available for the transportation of people.

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--From NY State DOT press release of June 13.

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--Washington Post, May 23.

(You mean maybe six of them?)

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The train will run two daily roundtrips for a 12-month experimental period. The advertising firm of Delkin, Petzold & Associates of Portland will have the job of promoting the train (at a cost of $54,000). Equipment will probably consist of two high-capacity Amcoaches and an Amdinette car. Fare for the full one-way trip is expected to be about $20. The state of Oregon is appropriating a total of $782,000 for its share of the train's operating costs for the year.

The train's name was selected from a list which included such proposals as the "Willamette Valley Cannonball", "Thunderegg", "Eugener", "Emerald City", "Duck", "Webfoot Warbler" and "Hill Billy Intellectual". Many names suggested related to the recent Mount St. Helens eruptions--"Ashtrack", "St. Helens Duster", "Ash Express", "Old Mount St. Helens" and "Spirit of Harry Truman" (a reference to an independent old gentleman who refused to be evacuated from his home near the volcano).

In other Oregon rail news, the town of Chemult will become a stop for the COAST STARLIGHT with the Oct 26 timetable change, to serve Bend, Crater Lake and resort areas nearby.

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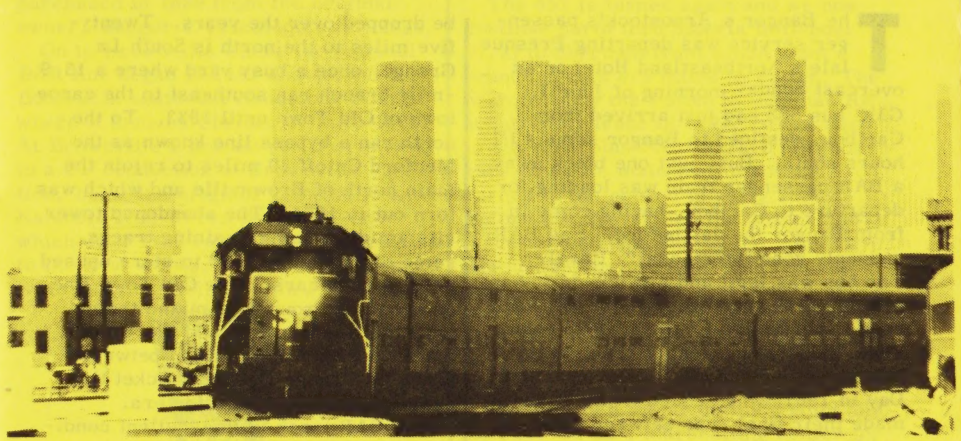

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ATLANTA'S MARTA SYSTEM raised fares from 25¢ to 50¢ July 1, and another 10¢ increase is planned for Jan 1, 1981.

CONRAIL ISSUED A new North Jersey Coast Line timetable May 19. Southbound trains 3303, 5305 and 3307, and northbound 3322, 5324, and 3326 run with m-u equipment between New York and South Amboy, and 5-car sets with an E8 diesel at each end between Matawan and Bay Head Junction.

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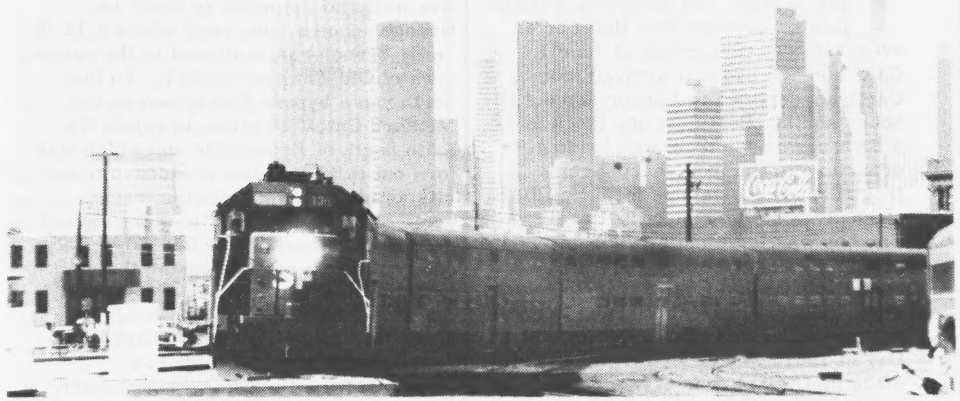

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ATLANTA'S MARTA SYSTEM raised fares from 25¢ to 50¢ July 1, and another 10¢ increase is planned for Jan 1, 1981.

CONRAIL ISSUED A new North Jersey Coast Line timetable May 19. Southbound trains 3303, 5305 and 3307, and northbound 3322, 5324, and 3326 run with m-u equipment between New York and South Amboy, and 5-car sets with an E8 diesel at each end between Matawan and Bay Head Junction.

NEW HAMPSHIRE TRANSPORTATION Authority in June cut in half the amount of service on the Concord NH to Boston commuter train line because of low patronage.

NORTH TO THE AROOSTOOK EMPIRE
by Peter Roehm

The Bangor & Aroostook's passenger service was departing Presque Isle's Northeastland Hotel on an overcast Sunday morning of June 1. GMC bus 533 had just arrived from Caribou, destined to Bangor some 4 1/2 hours south. But--just one block away a BAR passenger train was loading for departure to Caribou, having come in from Bangor the day before. Had BAR suddenly gone intermodal? Hardly! The bus was legit and a twice-daily happening. The train was a joint 470 Railroad Club/Boston Chapter NRHS excursion, the first passenger train on the line since service ceased during Labor Day in 1961, when coach trains 2 and 9 made their final runs between Caribou and Northern Maine Junction.

The "Potatoland Special", a name taken from the Bangor's premier first class train, had originated at the railroad's office and shop facility at Northern Maine Junction Park the day before, and consisted of BL-2 engine 557 (the original number) in original gray paint with blue band edged in gold. It is one of nine left in the U.S. in service (7 on BAR, 2 on WM) and has been dedicated to the "American Railfan" (a la Rock Island) "in recognition of railfans as one of the railroad's publics and sometimes allies in the halls of Congress and state legislatures." The three open-window coaches--1040, 1058 and 1133--were ex-CNJ 1920's commuter cars with pot-bellied stoves from Dwight Smith's Conway Scenic Railroad in New Hampshire (Dwight mentioned that business this May was setting new records). The rear was brought up by BAR cupola caboose #C-67, a former troop sleeper converted to freight use. Very branch line, very frontier, and very appropriate to the occasion and location.

Our train departed on time with 170 serious-minded members of the faith for this rare venture into the Eastern United States' last frontier: Aroostook County, the potato kingdom. We passed the engine terminal with active and stored first-generation power (F3's and BL2's) and headed north. The line once ran into Bangor Union Station, 5.7 mis., but this was one of several branches to be dropped over the years. Twenty-five miles to the north is South La Grange, once a busy yard where a 13.9-mile branch ran southeast to the canoe town of Old Town until 1933. To the north ran a bypass line known as the Medford Cutoff 30 miles to rejoin the main north of Brownville and which was torn out in 1974. The abandoned tower sits amidst a few remaining tracks, some of which are used to store unused refrigerator cars. The Old Town line once had two roundtrip mixed trains until the line went out and the Cutoff made do with a mixed train between South La Grange and Millinocket that came off in the Depression era.

The BAR track is in excellent condition and our speed was generally a steady 35mph or better. The roadbed is free of trackside clutter; in some of the northern areas growth has been cleared back from the track for 30 feet or better. Derby is next, the home of the BAR shops which often have more business from outisde contractors, such as the pulp and paper industry, than from the railroad. The front lawn is manicured, allowing a certain class to the place, which occurs throughout the entire railroad. Out front and adding more appeal were the three official cars in clean 3-tone colors of black, gray and "International" orange: car #1, "Schoodic", open-end office car; #3, "Five Islands", sleeper; and #5, "Burnt Hills", ex-NP 393 boat-tail observation.

Derby was where the former 49-mile branch to Greenville set out to the west along the Piscataqua River. This line connected with the 6-mile, 2-foot gauge Monson RR at Monson Junction, the CP Montreal-Saint John line at Greenville, and the Coburn Steamship boats at Greenville Junction for points along the shore of Moosehead Lake. Two roundtrips ran this line until the Depression, then it was cut to one. Before the end of the twenties there was even a thru sleeper between Greenville and Boston, six days a week. Eventually trains 9 & 12 were downgraded to mixed runs in the fifties and ran from Derby to Greenville only and proved to be the last mixed trains on the BAR. The branch was

torn up between 1962 and 1964. This line from Greenville thru Derby to Old Town had once been a thru line and all of the Piscataquis Division after being purchased in 1899 from the original owner, Bangor & Piscataquis Railroad.

On to Brownville where the original BAR line began in 1891 and set out for Boulton in southeast Aroostook County where it arrived Christmas Day, 1891. At Brownville a branch runs northwest to a CP connection at Brownville Junction, being the original Brownville and Katahdin Iron Works Railroad, and which until 1922 ran another eight miles to the Iron Works. There was a "mixed train daily" on this line thru the thirties

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From Brownville we cross the CP's mainline (which sees VIA trains 11 and 12), then past "Old" Packard, where the Medford Cutoff rejoined the mainline, and move on toward Millinocket.

This is Maine lake country now. Lakes are everywhere. Seboois and Schoodic lakes to the east come first, then just below Millinocket the Twin Lakes with Maine's highest point (5268 feet) to the northwest--Mount Katahdin, also the northern terminus of the Appalachian Trail. The Twin Lakes were recorded for posterity in that they gave their names to the Bangor's last two sleepers, built in 1954 for the POTATOLAND SPECIAL. Between the Twins and Mount Katahdin are two larger lakes, Pemadumcook and Millinocket, and the view is fabulous. This is postcard Maine.

Millinocket is the home of the BAR's largest customer: Great Northern Paper and also its most important yard. At the north end of the yard the East Millinocket Branch cuts southeast to the GNP's big mill at East Millinocket, 7.7 miles down track on the Penobscot River, built in 1906 and once extending another two miles across the river to Medway. Our special train runs just to the yard, 6.8 miles, and the 557 is turned on the Armstrong turntable for the return to the mainline. This move was executed quickly and efficiently as was everything else done on this railroad. The two roundtrip mixeds on this branch were gone by summer of 1954.

The 557 is turned again and we now continue north thru Siberia (milepost 97.2) to Sherman from which point a branch scoots 6.5 miles to Patten. The branch, once the Patten & Sherman RR, acquired by lease in 1901, is now used to store surplus NSL-marked IPD boxcars since its main traffic source burned to the ground in early 1980. Before the Depression the branch had three mixed runs, but by the mid-thirties it was down to two, plus two bus schedules, and by the end of the war, it was all-bus. Now, nothing. Shortly after this junction we pass a southbound freight of all first-generation power: four F3's and one BL2.

Oakfield is a major division point and still serves as a marshalling center for Aroostook County Traffic and it is here that the old mainline to Houlton runs east (now severed just north of Houlton). We take the Ashland Main Line north, only to split again 37 miles later at Squa Pan. This portion of the line is dense wilderness almost the entire distance and as we near the end of the segment, along the St. Croix River, we get stared down by one big hunk of moose who is not quite sure what to make of these tourists in his domain. Thru trains from Bangor to northern Aroostook County would continue on to Houlton and not use this line, then north thru Presque Isle to Caribou and north. There were always two roundtrips daily since the first war until the late fifties, when the AROOSTOOK FLYER was axed. The line we are now on once had a roundtrip from Oakfield to Fort Kent and St. Francis into the early fifties when it was replaced by a bus only as far as Fort Kent.

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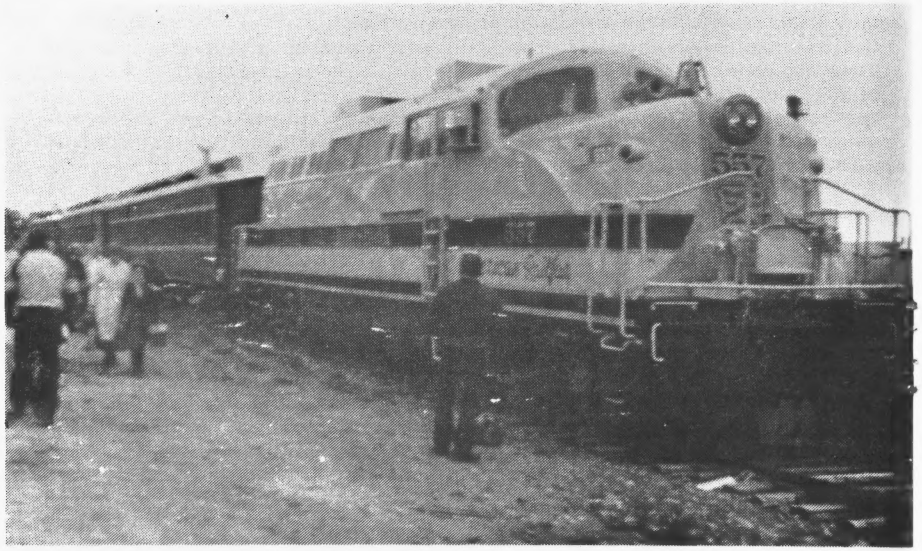


The excursion train at Presque Isle, Maine, on May 31. Pete Roehm photo.

The Northeastland Hotel, a Sundays-only bus stop for BAR's two daily bus runs, became headquarters for at least half of the passengers. It was clean, nicely appointed, and the food excellent. Sunday morning, after the BAR bus had departed, our train headed north to Caribou on the branch of the same name, once the mainline from Bangor to Van Buren via Houlton but now abandoned between Houlton and Bridgewater as well as north of Caribou to Stockholm where it rejoined the Washburn Cutoff into Van Buren. Just north of Presque Isle we cross the Aroostook River on the Bangor's second longest span (780 feet) as well as the CP-subsidiary, one-time rural trolley line, Aroostook Valley, and head north the 14.7 miles to Caribou, once a major shipping point when it was not uncommon to see 400 carloads of potatoes leave each day. A branch to Limestone, 16 miles, once the Aroostook Northern, continues eastward. We turn the 557 and begin the run for home, arriving there about 15 minues early.

Bangor & Aroostook passenger service was never that fancy. Train names did not come about until the mid-30's when the spit and polish, sporty AROOSTOOK FLYER arrived behind smartly striped Ten-wheelers. In 1937 the POTATOLAND SPECIAL was created from trains 1 and 2 while continuing to carry the thru Boston sleeper, and it received new "American Flyer" coaches similar to those going to the NH, B&M, KCS, LV and others. Ironically, at this time, the BAR lent cooperation to the Boston & Maine Airways which, on Aug 4, 1937, extended its Boston-Bangor run north thru Millinocket to Houlton, Presque Isle and Caribou using Lockheed 10A Electras, one of which survived into the mid-70's on Provincetown-Boston Airways. Most of the steam power used on the Bangor's trains were Ten-wheelers and later Mountains showed up, both new ones built in the mid-40's and some bought secondhand from the New York, Ontario & Western. These gave way in 1949 to two E7 units, #700-701 (later 10-11), painted in blue, gray and gold.

Sleeping car service ran on trains 1 and 2 and then 1 and 8, the POTATOLAND SPECIAL, between Bangor and Van Buren, which a thru interline connection to Boston. Prior to the new cars that arrived in 1954, the cars were normally 10-section, 2-compartment, 1-drawing room units, but the new cars were 4-bdrm, 6-rmt, 6-section cars. Diners ran on both 1 and 8 and on 2 and 7 (AROOSTOOK FLYER), but usually only over sections of the system--i.e., on 1 and 8 between Phair and Bangor and on 2 and 7 between

(continued on page 19)

LATEST AMTRAK RIDERSHIP FIGURES

APRIL 1980 FIGURES--SECOND COLUMN IS % INCREASE OVER 1979

Metroliners	137,028	-6.2
NE Corr Conventional	407,964	-10.1
New Haven-Springfld	24,694	-17.9
NY-Philadelphia	204,777	7.0
Phila-Harrisburg	90,953	10.3
NY-Harrisburg	20,740	23.3
TOTAL NE CORRIDOR:	886,156	-3.7
NY-Niagara Falls	54,332	-15.0
Chicago-St. Louis	10,138	19.1
Chicago-Milwaukee	30,301	6.0
Chicago-Detroit	41,820	-10.0
Chicago-Carbondale	16,281	5.4
Chicago-Quincy	8,852	-6.6
L.A.-San Diego	105,160	5.6
Portland-Vancouver	11,824	-13.6
Washington-Cincinnati	12,743	116.6
Wash.-Martinsburg	24,903	9.3
Oakland-Bakersfield	17,484	56.6
New York-Montreal	10,112	-1.4
Chicago-Port Huron	10,016	-10.5
Chicago-Dubuque	3,649	.4
Chicago-Duluth	9,684	7.3
Chicago-Valparaiso	18,918	--
Chicago-Kansas City	14,796	133.2
Phila.-Pittsburgh	392	--
TOTAL SHORT DIST.:	401,407	9.7

Washington-Montreal	35,706	3.0
New York-Florida	69,664	-19.9
Chicago-NY/Washington	21,395	-1.5
Chicago-Cincinnati/DC	13,110	-11.8
Chicago-Seattle	14,771	4.0
Chicago-S.F./L.A.*	40,398	48.7
Chicago-Los Angeles	25,939	-1.2
Chicago-New Orleans	18,512	11.6
Chicago-Texas	22,330	53.7
L.A.-New Orleans	8,715	-11.4
L.A.-Seattle	42,387	-11.9
Chicago-NY/Boston	27,024	-7.5
Boston-Newport News	57,647	-7.1
New York-Savannah	38,402	-7.4
Seattle-Salt Lake	13,279	-1.7
New York-New Orleans	25,530	18.7
TOTAL LONG DIST.:	474,809	-1.6
Special trains	8,288	-8.3
SYSTEM TOTAL:	1,770,660	-4.4

*SAN FRANCISCO ZEPHYR plus DESERT WIND

Amtrak released the above ridership figures on June 27 (see last issue for March data). Total ridership this April was very close to the record-breaking figures for the same month of 1979. The drop of 4.4% does not take into account that there were more routes in the Amtrak system last year. Taking the 73,623 riders of discontinued routes in April 1979 into account, the present total of 1,770,660 riders systemwide is only an insignificant .4% decrease--a difference of 7,312 riders. Amtrak still includes in one figure the SF ZEPHYR and DESERT WIND ridership, but a footnote indicates that the DESERT WIND had 11,064 riders. Thus the ZEPHYR must have had 29,334 riders, for an 8% increase over the 1979 figure of 27,167. No comparisons are possible for the Chicago-Valparaiso service, which Amtrak took over on Oct 19, 1979, or for the Philadelphia-Pittsburgh service, which began Apr 27, 1980.

Along with its ridership figures, Amtrak included the followign remarks about current bookings: "For the two-week period beginning June 23, 55% of the available reserved train coach seating in Amtrak's entire system has been reserved. This compares to the 61% reserved for the same period last year when Amtrak entered its record ridership season. Long-distance trains, especially those in the western region, are the most heavily booked. The COAST STARLIGHT is 99% booked for coach travel during the next two weeks. Reservations are also heavy on the SAN FRANCISCO ZEPHYR, with 95% of all coach seating booked for the next two weeks."

Amtrak said it is better prepared to handle information calls and reservations than it was last summer, as a result of hiring more employees and installing extra phone lines. Amtrak said that so far in June it was able to handle 36% more calls than it could at the same time last year.

RIDING THE ADIRONDACK RAILWAY by Chip Sherman

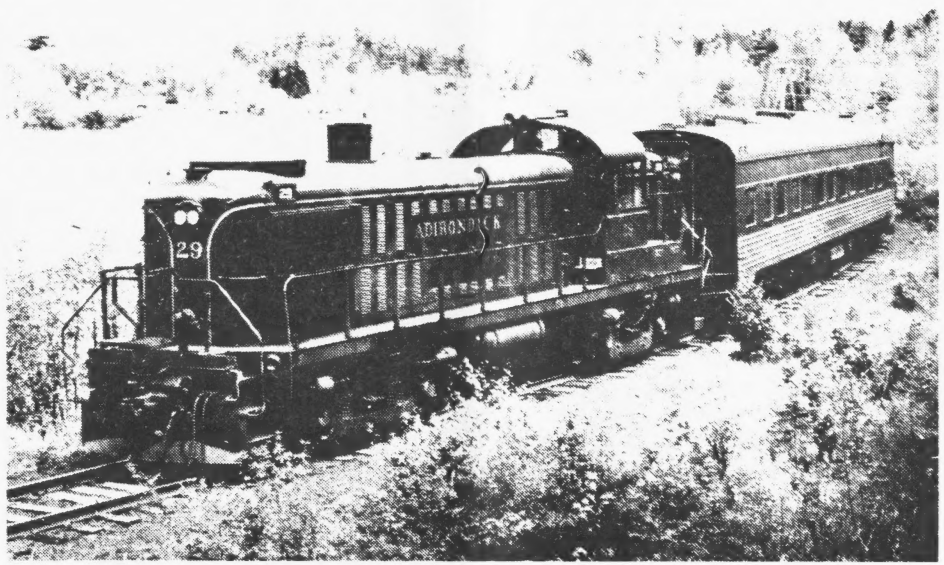
PLATTSBURGH — There's a rebirth in the ancient Adirondacks of a railroad. However, this railroad is unlike its predecessor. It offers a unique passenger train which caters to its passengers and the lure of adventure. One can take a day trip of part of the line or be dropped anywhere along the line with his backpack and canoe. This is the Adirondack Railway.

Step aboard into an earlier era when the nation traveled those endless ribbons of rail. Experience the Adirondacks as our turn-of-the-century forefathers did, the fragrance of the pine woods, the beauty of a blue heron taking flight, savory prime rib of beef au jus in the diner aboard. The pace is slower, the atmosphere relaxed. It's a vacation that starts for everyone once one boards the train. An experience the entire family can enjoy while reliving part of what is mainly considered nowadays as history — train travel.

It was back in the 1890s that Dr. W. Seward Webb began consolidation of several shortlines between Utica and Montreal. He completed this venture in October 1892. The New York Central Railroad ran numerous deluxe passenger trains and long freights over the line from then into the 1960s. It wasn't uncommon to find the private railroad cars of many of our nation's industrial and political leaders on those trains. Due to the number of luxurious trains and private cars, the line inherited the name of the Golden Chariot Route.

Nestled among the majestic mountains, the rich built themselves huge camps such as Dr. Webb's Nehasane.

Nehasane was a private railroad station which served only Dr. Webb and his guests. He built himself a lodge on Lake Lila where he spent many a summer. Dr. Webb even tried to stock some 8,000 acres of his



The weekend evening train, the SUNDOWNER, leaves Lake Placid. Photo by the author.

115,000 acres of land with big game. He did this by installing a nine-foot wire fence and stocking it with white-tailed deer, elk and moose, in addition to the native deer.

Today, hikers and backpackers, by pre-arrangement with the conductor, can have the train leave them at this once millionaire's retreat. The lodge by the lake still stands, though is for sale by the state. Also standing is the station by the tracks.

As the years went by and the roads through the mountains improved, passenger trains declined. The last passenger train was in April 1965. Freight service also declined and the Penn Central railroad received permission to abandon the line in 1972.

The rails were rusting and Mother Nature began to reclaim the right-of-way. In 1977 the state signed a contract with the Adirondack Railway Corp. to operate the line from Utica to Lake Placid. Under the contract, the state would reimburse the railway for reconstruction of the right-of-way. The Adirondack Railway would supply the manpower, railroad equipment, and operate the trains.

The job of restoring a railroad that had been dormant for so many years required a herculean effort. Some 100 workers labored replacing nearly 25,000 ties, rebuilding several washed out sections of right-of-way, and replacing rail. However, the effort paid off.

For the 1980 Winter Olympics the Adirondack Railway contributed its part. In addition to its own equipment, it rented Conrail engines and Amtrak passenger cars to run trains twice daily. There were some problems with the cold weather, but overall the railroad carried hundreds of passengers without a hitch.

Today one can find a unique blending of passenger train nostalgia, dedicated and friendly personnel, and a railway service unmatched anywhere else. Board the train in Lake Placed for a five and one-half hour trip to Utica.

Your train's engine will be an Alco-GE RS-3 diesel, of Delaware and Hudson ancestry. Behind the engine will come one or two day coaches. If you're lucky the 1912 Pullman Parlor Cafe, "The Enterprise" will be with you. This car, resplendently restored with a plush red carpet, comfortable period chairs, leaded glass partition between the lounge and dining area, brass light fixtures, mahogany dining tables, and woodwork painted white with gold pinstriping, is a masterpiece. The grandeur of rail travel has been captured in the car. It is a must to see.

If "The Enterprise" isn't with you, you'll have "Gadsby's Tavern." This is a newer car that offers full dining service.

Tucked behind the diner can be found a tavern-lounge car with a piano bar. If it's Sunday night, you'll find the Pullman sleeper, "The Shenendoah." Bringing up the rear will be an open observation car. This is the perfect way on a hot summer day to see the vistas and enjoy the train's cool breeze.

A trip on the Adirondack line is an experience. From the time Charlie Palmer's experienced hand on the throttle pulls the train out of Lake Placid, until he pulls into the majestic marble-columned Union Station in Utica, the service is unmatched.

Riding the observation car offers the best of vistas. Here one views the wonders of the Adirondacks firsthand. As the train plunges through the deep forest, rambles across the bridges which span the streams and lakes, one sees the country as never before seen. One can glimpse a white-tailed deer, a beaver in his pond or a blue heron taking flight.

When the train passes through a town, it's like being in a parade. As the train meanders through Saranac Lake, don't be surprised if you're the center of attention.

Children as well as adults line the right-of-way. Their friendly waves send you on you way.

Stations and towns come and go. Saranac Lake, Tupper Lake, Beaver River, Big Moose Station, Old Forge. We pass several Boy Scout camping Camp Russel, Sabattis Scout Reserve and Floodwood Camp.

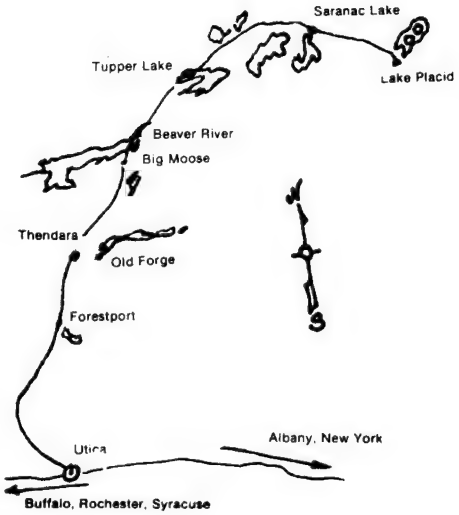
As dinner time approaches, we retire to the "Gadsby's Tavern." The menu reads like that of a first-class restaurant. Appetizers of shrimp cocktail, and juices, soups and salads. The main entrees of stuffed flounder, served with light cream sauce, $7.95; prime rib au jus, $9.50; or shrimp scampi, $10. All are served with baked potato, vegetable, rolls and butter. And the food is good. If you care to have dessert, you won't be disappointed by the carrot cake or cheesecake.

In the small kitchen of the diner, Colleen Clohessy of Saranac Lake prepares the meals. The meals are cooked aboard the train and match the excellence of some of the best restaurants.

Helping in the kitchen is Eileen Barry of Utica. She's a high school junior who enjoys working in the unusual atmosphere of a moving kitchen.

Our panoramic view shows an approaching thunderstorm as we see lightning in the West. Our waitress, Mary Farnsworth of South Colton, serves us our dinner as the rain begins to pelt the train. Lightning occasionally lights up the forest and thunder roars overhead as we enjoy an excellent dinner by candlelight.

As one continues on his trip, one can't help but notice that it's the people who work on this railroad that make this railroad different. Their dedication to making it work is evident everywhere. Judy Fhur, whose husband, Ed, was already working on the railroad, got hooked after her first ride last year. Since then she's worked a variety of jobs. She's cooked, waitressed, bartended, done carpentry, put down tiles and filled in as locomotive fireman. On this trip she



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Stations and towns come and go. Saranac Lake, Tupper Lake, Beaver River, Big Moose Station, Old Forge. We pass several Boy Scout camping Camp Russel, Sabattis Scout Reserve and Floodwood Camp.

As dinner time approaches, we retire to the "Gadsby's Tavern." The menu reads like that of a first-class restaurant. Appetizers of shrimp cocktail, and juices, soups and salads. The main entrees of stuffed flounder, served with light cream sauce, $7.95; prime rib au jus, $9.50; or shrimp scampi, $10. All are served with baked potato, vegetable, rolls and butter. And the food is good. If you care to have dessert, you won't be disappointed-by the carrot cake or cheesecake.

In the small kitchen of the diner, Colleen Clohessy of Saranac Lake prepares the meals. The meals are cooked aboard the train and match the excellence of some of the best restaurants.

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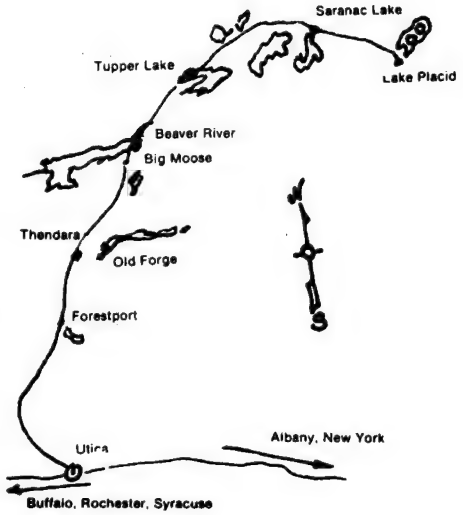

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AMTRAK'S ON-TIME PERFORMANCE, the corporation noted late in June, surpassed the nation's airlines in March of this year. Amtrak trains averaged 73.3% on time, compared to the airlines' 70.7%. In Jan and Feb the Amtrak figures were 75 and 74.8, compared to 67.8 and 71.5% on time for the airlines.....

AUSTIN, TEXAS STATION will be expanded and remodeled. Amtrak's Board of Directors at their June 25 meeting approved spending $367,000 for the purpose. That includes costs of moving the MoPac freight operations to another site. Barrier-free access for handicapped persons will be provided.....

THE AMTRAK ADIRONDACK has been saved to run another year (see Cover Story, p.3). Reports are that Amtrak will put Amfleet equipment on the train to cut costs. As part of the deal reached with the NY State DOT, some trains will be cut: the ADIRONDACK and NIAGARA RAINBOW will be combined on Saturday and Sunday, leaving Grand Central at 8:45am. Train 79 will have four runs cut out--Monday-Thursday--leaving Friday, Saturday and Sunday in. Train 70 will be cut Sunday, leaving Mon-Sat runs. Train 76 is cut every day except Sunday. The total number of runs cut is 13. Six New York (Region II) NARP Directors said this about the arrangement: "We are outraged that a train so successful in terms of ridership and financial performance, and which serves a large potential market, could be even considered for discontinuance." The directors said that the discontinuance of the 13 NY-Albany runs was "unacceptable". They suggested that NY State Transportation Commissioner William Hennessy "apply to highways the same cost-cutting zeal he has applied to rail". The directors, Jeffrey English, George H. Forman, Stephen Linde, George Lovi, Theodore W. Scull, and Philip Weinberg, urged RTN readers from New York to press their state legislators to give energy-efficient forms of transportation a larger share of the fiscal pie in future years.....

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THE CALIFORNIA STATE Dept. of Transportation announced July 2 that it had asked Amtrak to run second sections of the COAST STARLIGHT between Oakland and Los Angeles this summer to meet heavy demands. Caltrans said the second sections could follow the first by 5 or 10 minutes to eliminate any problems with freight train interference--they would be considered as a single train for dispatching and operational purposes. Caltrans said that Amtrak recently requested a 2-month delay in National Arbitration Panel proceedings on the proposed overnight L.A.-Sacramento train. This means the Panel's findings may be delayed until late 1980 or early 1981 and "we will be faced with another summer peak and holiday travel period with only one train on this important West Coast route".....

INTERSTATE RAIL COMPACT: The Ohio Rail Transportation Authority (ORTA) has worked up the idea of a "Midwest Corridor Improvement Project" and has gotten four states to sign an "Interstate Rail Compact" which provides for the formation of an Interstate Rail Council with representatives from each state. The states will cooperate and share jointly the responsibilities of preparing a feasibility study concerning the operation of a high-speed intercity rail passenger system to connect the major urban areas within and between each state. The states signing so far are Ohio, Michigan, Pennsylvania and Illinois. Other states expected to join are West Virginia, Indiana and Missouri. On July 24 in Columbus ORTA will release the second phase of its study at a symposium. Phase two recommends that an intercity rail corridor system, using maximum technology, connect the major cities of Ohio. Trains running at speeds up to 160mph would carry passengers thru the state on new track completely reserved for the exclusive use of passenger trains. The symposium is at the Neil House, opposite the Capitol Building, from 9am to 2pm.....

ICG switcher turns Superliner-equipped train 391, the SHAWNEE, at Carbondale IL on June 12. Photo by Jack Ferry.

CITY OF CARBONDALE, Illinois will see major track relocation of the ICT main lines. The present Amtrak and Gulf Transport Bus depot will be torn down and a new temporary facility built until the relocation project is completed; then another new depot will be built. The project will be funded by the University of Southern Illinois, ICG Railroad, city of Carbondale, the state of Illinois and the federal government.....

CONNECTICUT STATE TRANSPORTATION officials were charged in late June with trying to get out of a legislative mandate to restore train service between Hartford and Waterbury. The state department said the costs would be double the $7.7 million that was authorized. Transit advocates in the state accused the transportation department with giving rail projects "second class status" and favoring highway.....

★ ★ ★

AUGUST SCHEDULE CHANGES: Amtrak will publish a new systemwide timetable for the Aug 3 changes. In addition to changes reported elsewhere in this issue, RTN has learned that Hamilton, Ohio will be included as a stop for the CARDINAL on that date. The train will stop at the B&O station on S. Fifth Street at 12:35pm westbound and 5:29pm eastbound. The stop will serve that city, Middletown, Oxford and Cincinnati's northern suburbs. Tickets may be purchased from the conductor. It is rumored that the SOUTHWEST LIMITED will have schedule changes so that train 4 will arrive Chicago in the early morning, in time for servicing and turning as train 3 in the afternoon. The southbound INTER-AMERICAN, train 21, is expected to leave Chicago 6½ hours later, at 5:30pm. Train 303, the STATE HOUSE, is expected to leave Chicago at 2:30pm, almost 3 hours later than at present. When the Port-

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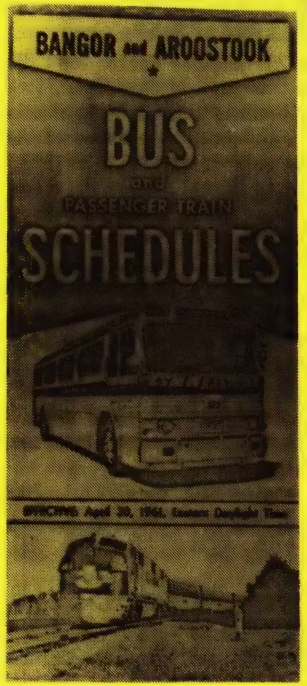

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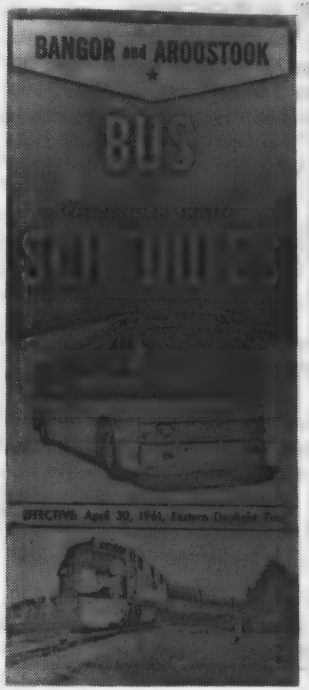

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RTN BOOK PUBLICATIONS: Watch for the announcement soon of the publication (at long last!) of RTN's "Issues in American Rail Travel". Many thanks to the patient purchasers of this book. This will be followed by publication of RTN's Rail Travel Yearbook. Distribution will be made in order received.

ERRATA: The following line was omitted from the Great Western Tours ad on p. 22: "(415) 398-2994. P.S. We sell air tickets, too."

CARS & CONSISTS

*COAST STARLIGHT, train 11, Oakland Jun 23: engines Cotton Belt 8981 (SD-45), Atk 500 & 573; cars 1230, 1555, 5433, dome 9466, 5666, dome 9472, 8094, 4480, 4525, 4512, 4483, 3313, 8033, 2662 "Silver Prairie", 2262 "Placid Haven", SP business cars 100 "Airslie" & 150 "Sunset". (SP equipment added at Oakland.)

*SOUTHWEST LIMITED, train 4, Kansas City July 1: engines 510, 519, 514; cars 1254, 1222, 2154 "Silver Orchid", 2265 "Placid Scene", 2760 "Palm Top", 2831 "Lebanon Valley", 9914, 9945, 9981, 9975, 9963, 9964, ATSF business car 52 "Atchison" San Bernardino-Newton, SP business car 150 "Sunset" San Bernardino-Kansas City, set off at K.C. by KCT 74 and picked up by SP road unit 6313.

*SHAWNEE, train 391, Carbondale IL Jun 12: engine 716; cars Superliner coaches 34035, 34023, 34055, 34034.

*CARDINAL, train 51, Cincinnati Apr 14: engines C&O 4418 (GP40-2), Atk 714; cars 1239, 1154, 1253, 2990 "Joseph V. MacDonald", 20213 Amdinette, 20147, 21818,21814, 20234 deadhd Amcafe. 3½ hrs late due to engine failure.

*EMPIRE BUILDER, train 7, Chicago May 22: engines 295, 248; cars 1155 baggage, Hi-level coach-dorm 39931, Superliner coach-bag 31002, Superliner coaches 34047, 34008, 34091, 34050, 34064, diner 38008, slpr 32001.

*PENNSYLVANIAN, train 47, Paoli Jun 3: engine 270; cars 21101, 20002 Amcafe.

*BROADWAY LIMITED, train 40, Paoli Jun 3: engines 326, 318; cars 1222, 1208, 1264, 2050, 2884, 2082, 8508, 4700, 4704, 4705, 4713, 3103, 4725, 4714, 4723, 2886.

*SAN FRANCISCO ZEPHYR, train 6, Aurora IL Jun 16: engines 245, 519; cars 1262, 1571, 3334 deadhead, 5668, 5269, 5204, dome 9561, 4543, dome 9458, 3361, 8097, 2815 "Otter River", 2724 "Pine Leaf", 1206 (from Seattle), 1233 (from Denver).

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July 19: Last steam train out of Toronto--CN 6060, Toronto-Niagara Falls RT. Railfan amenities, private car "Cape Race". $37.95, $34.50 kids. Upper Canada Rwy Soc., Box 42, Station D, Scarborough, Ont. M1R 4Y7. (416) 251-5727.

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QUEBEC CITY: Hotel St-Louis, Levis, 15 seconds walk from VIA's OCEAN & ST-LAURENT, and 10 minutes from downtown Quebec City by Ferry. Older structure, good meals, $14 per night, reserve: 137 rue Commerciale, LEVIS, tel: 418-837-0071. (Courtesy Transport 2000.)

MONTREAL: Hotel International is 30 seconds walk from VIA Rail DORVAL Station and CP Rail Commuter Station, and six blocks from Dorval Airport. Reserve: 514-631-4811. (Courtesy Transport 2000.)

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land. The POTATOLAND was now losing $750,000 a year, but the joing MEC-BAR request was denied by the Maine PUC and the carriers were told to beef up their service, maintain schedules, and provide complete timetables. The Bangor's plight was eased somewhat by a mail contract from Bangor to the northern counties, and the trains were rescheduled accordingly, which helped with the mail but discouraged passengers as it left Northern Maine Junction at 1:20am. The southbound was somewhat better, as it left Caribou in the late afternoon with a reasonable arrival in Northern Main Junction. Both trains continued diner service but one recalls that one week before the AROOSTOOK FLYER was chopped, the buffet car took in only 65¢ for the entire 235-mile run from Boston to Van Buren. By Sept, 1960, the MEC had succeeded, and now 2 and 9 were running with just coaches and only six days a week. The April, 1961 timetable clearly emphasized bus over rail. In 1959, 21,000 rode the train, but by 1961 each trip averaged only eight riders. The auto, sparse population, and being at the end of the U.S. rail network all contributed to the final chapter which closed during the Labor Day weekend of 1961. The Bangor had really tried, but the public spurned it. Buses continue with two daily roundtrips, and they earned $327,000 in 1978. It is the only service in Maine north of Bangor. BAR owns six GMC coaches, numbered in the 500 series, and altho it doesn't make any money at it, it does provide the only public transport into the Aroostook Empire today.

RTN BOOK PUBLICATIONS: Watch for the announcement soon of the publication (at long last!) of RTN's "Issues in American Rail Travel". Many thanks to the patient purchasers of this book. This will be followed by publication of RTN's Rail Travel Yearbook. Distribution will be made in order received.

ERRATA: The following line was omitted from the Great Western Tours ad on p. 22: "(415) 398-2994. P.S. We sell air tickets, too."

CARS & CONSISTS

*COAST STARLIGHT, train 11, Oakland Jun 23: engines Cotton Belt 8981 (SD-45), Atk 500 & 573; cars 1230, 1555, 5433, dome 9466, 5666, dome 9472, 8094, 4480, 4525, 4512, 4483, 3313, 8033, 2662 "Silver Prairie", 2262 "Placid Haven", SP business cars 100 "Airslie" & 150 "Sunset". (SP equipment added at Oakland.)

*SOUTHWEST LIMITED, train 4, Kansas City July 1: engines 510, 519, 514; cars 1254, 1222, 2154 "Silver Orchid", 2265 "Placid Scene", 2760 "Palm Top", 2831 "Lebanon Valley", 9914, 9945, 9981, 9975, 9963, 9964, ATSF business car 52 "Atchison" San Bernardino-Newton, SP business car 150 "Sunset" San Bernardino-Kansas City, set off at K.C. by KCT 74 and picked up by SP road unit 6313.

*SHAWNEE, train 391, Carbondale IL Jun 12: engine 716; cars Superliner coaches 34035, 34023, 34055, 34034.

*CARDINAL, train 51, Cincinnati Apr 14: engines C&O 4418 (GP40-2), Atk 714; cars 1239, 1154, 1253, 2990 "Joseph V. MacDonald", 20213 Amdinette, 20147, 21818,21814, 20234 deadhd Amcafe. 3½ hrs late due to engine failure.

*EMPIRE BUILDER, train 7, Chicago May 22: engines 295, 248; cars 1155 baggage, Hi-level coach-dorm 39931, Superliner coach-bag 31002, Superliner coaches 34047, 34008, 34091, 34050, 34064, diner 38008, slpr 32001.

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YOU'RE INVITED--MEXICO RAILFAN FUN-TRAIN--January 15-29, 1981--5834 kilometers on NATIONAL & SURESTE RAILWAYS--Merida & narrow gauge train ride--TRIP OF A THOUSAND WONDERS (4.1% grades)--Private cars SOONERLAND & MISTLETOE--ride on locomotives. Trip starts in Oklahoma (join anywhere). For full details and map, write: Howard B. Thornton, Director, Midwest Travel Service, 2936R Bella Vista, Midwest City, OK, 73110. Phone 405-732-0566.

TROLLEY TRAILS THROUGH THE WEST: Vol. 7 - Northern California and Vol. 8 - Southern California $4.00 each. Back issues: Vol. 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Montana/Utah, 6-Western Canada $3.00 each. All moneyback guarantee. Wilson Bros. Publishers, Box 712rtn, Yakima WA 98907.

Louis Goodwin, Col. Emory Kemler, Dr. Sydney Green, Richard S. Clover Esquire, Francis Meaney, Alan Follett, Bradford Stiles, Carl Loucks, Fred Arone, Allen Sharp, Jeffrey Asay Esquire, Robert Russell, Larry Eastwood, Edward Gardner can't all be wrong. They & 100's of others collect timetables for a hobby. All are members of the National Association of Timetable Collectors. Join now!! Only $12 for 2 regular publications & much more. Tom Coval, 21 E. Robin Rd., Holland PA 18966.

Support the efforts of the American Private Car Association. 16 to 24-page informative bi-monthly newsletter with quality photos - $15.00 annually. Sample copy $3.00. Associate membership - $50 annually (includes newsletter). Active membership - $100 annually (for car owners). Subscribe or request additional info on memberships to: Private Cars, P.O. Box 1211, Mountainside, NJ 07092.

FOR SALE: The following System Passenger Timetables, all are in mint condition. All are two dollars each for this month only. A little high? Well please remember first class postage it costs up to 45¢ each to send them to you.

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Soo	Oct	1966	WP-CZ		1969	DL&W	Sept	1960

E-L and D1&W Package with 24-page Phoebe Snow Booklet $10.00*

* For details on DL&W-EL Package see R.T.N. issue #205
Launcelot D. Erickson, P.O. Box 3182, Omaha, Nebraska 68103

CLEARANCE, 1979 AMTRAK LAW update, exposed naked, $5. A technical treasure, to low-cost rail transit catalyst Robert J. Swan, Box 1866, Long Beach CA 90801.

DELAWARE VALLEY RAILS, the complete railroad and rail transit guide to the Philadelphia region's 15 counties, is again available. 192 pages of facts, rosters, maps, and photos, plus an update sheet. $11.50 (Pennsylvanians, add 69¢ tax), $12.50 outside U.S. John R. Pawson, Box 411, Willow Grove, PA 19090.

RAILROADIANA COLLECTION FOR SALE: first public offering, exclusive to RTN, some hardware, many rule books, photos, ONR coffee mugs, NYC switch key, Canadian Northern spittoon, steam engine shovel, kerosene cans, magazines, switch lantern, marked items. Write Mrs. E. Wallis, 38 Linlake Dr., St. Catharines, Ontario, CANADA, Zip L2N 2M3. After 7:00 PM EDT call 416-934-8062.

The Annual General Meeting of Transport 2000 Canada will take place at the Richelieu Inn, 430 Ouellette Ave., Windsor, Ontario on Sun., Oct 12, 1980, 1:30pm.

SLIDE SETS

"B&O Passenger E Units"
"Dearborn Station Chicago 1949"
"New York Central Hudsons"
"NYC Steam Power" 2 sets
"Pennsylvania-Amtrak 4935"
"RDG Steam Power Passenger Trains"
"Southern Crescent"
"SP Diesel Freight Power"
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The results of the most recent reader train-rating survey will be published very shortly in RTN.

Send in your train ratings and comments now. Use any of the rating forms that have appeared in RTN this year. Do not use forms published in previous years, as some of the rating categories have been changed.

Send your ratings in at any time, and they will automatically be included in the appropriate survey. Ratings being taken now are for U.S. and Canadian passenger trains ridden since October 28, 1979.

Address your ratings to: RAIL TRAVEL NEWS, Box 9007, Berkeley CA 94709.

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